

**~STATE HIGHWAYS~  
Archive Collection  
Hampden County Registry of Deeds**



**WALES**



*Donald E. Ashe, Register  
Hampden County Registry of Deeds,  
a Division of the Office of  
William Francis Galvin, Secretary of the Commonwealth*



1939	STATE HIGHWAY LAYOUT #3309 Stafford Rd., Union Rd., to south of Ainsworth St.
1941	STATE HIGHWAY LAYOUT #3383 Stafford Rd., north of Union Rd., to 1939 layout.
1947	STATE HIGHWAY LAYOUT #3544 Main St., Route 16, intersection Sizer Dr.
1947	STATE HIGHWAY LAYOUT #3543 Main St., Route 16, Holland Rd., to south of Haynes Hill Rd.
1948	STATE HIGHWAY LAYOUT #3587 Main St.,Route 16, a short relocation southerly of Dell Hill Rd.
1950	STATE HIGHWAY LAYOUT #3725 Main St., Route 16, Brimfield line to Holland Rd.
1963	STATE HIGHWAY LAYOUT #5362 Main St., Route 16, discontinuance of portion of easterly of church.
1901	Land taken for State Highway purposes in Wales - written document - refers to Hampden County Registry of Deeds Book 645 Page 279 and plan book File 8.

1939

Wales



**STATE HIGHWAY LAYOUT #3309**  
**Stafford Rd., Union Rd., to south of Ainsworth St.**

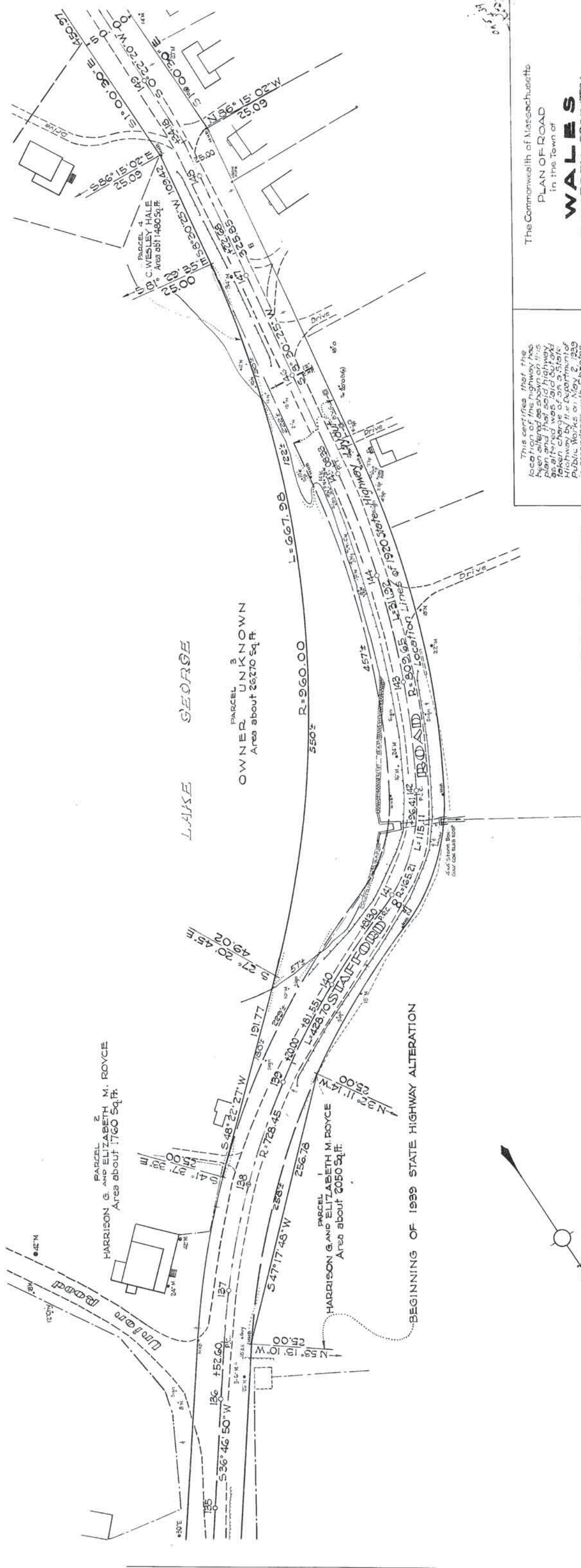
**SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 18 PAGES 1-7.**

**INDEXING**

STATE HIGHWAY LAYOUT #3309

- Image Info** SH69001 Wales
- Image Info** SH69001 Ainsworth Street
- Image Info** SH69001 Stafford Road
- Image Info** SH69001 Union Road





The Commonwealth of Massachusetts  
PLAN OF ROAD  
in the Town of

# W A L E S

HAMPDEN COUNTY  
Altered and laid out as a State Highway by the  
Department of Public Works

MAY 2, 1939

Scale: As feet to the inch

*G. N. Delano*  
Chief Engineer

This certifies that the location of the highway has been altered as shown on this plan and that said highway has been altered and laid out and taken charge of as a State Highway by the Department of Public Works on May 2, 1939 in accordance with Chapter 81 of the General Laws

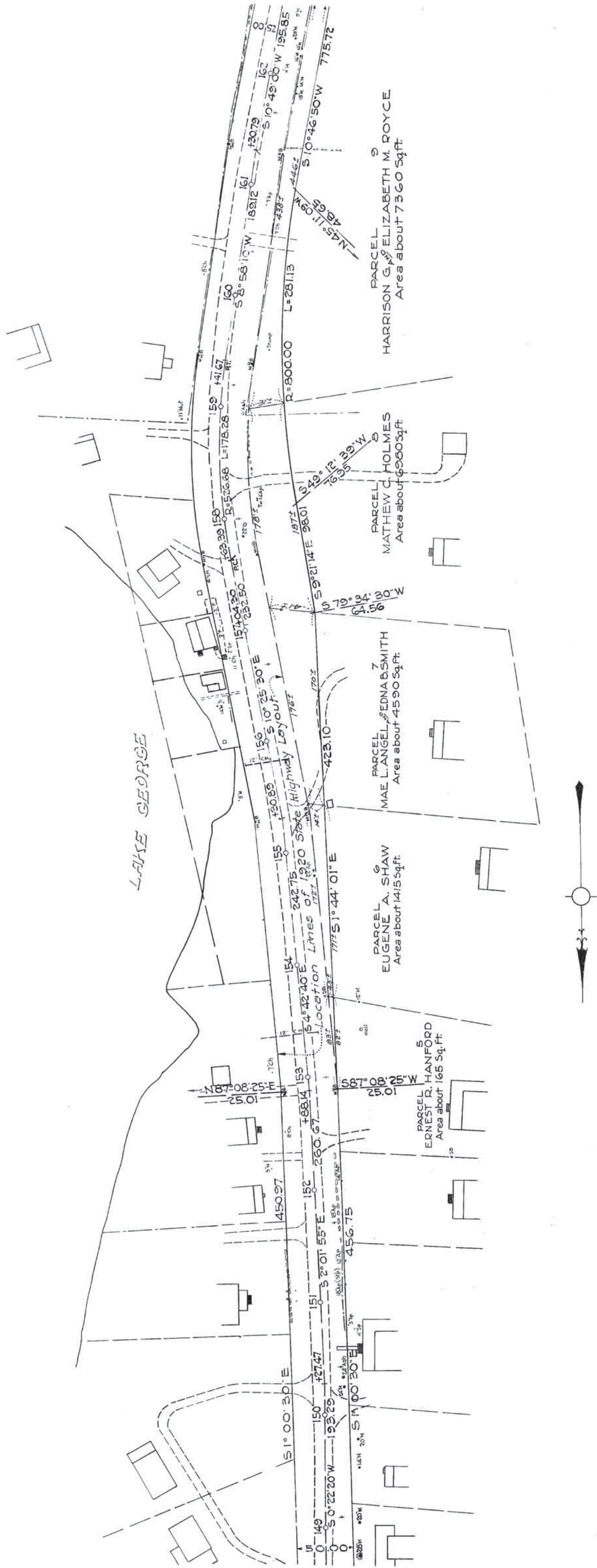
*W. T. Keegan*

*Paul C. Ryan*

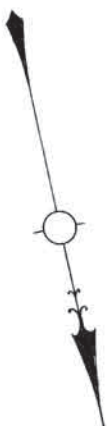
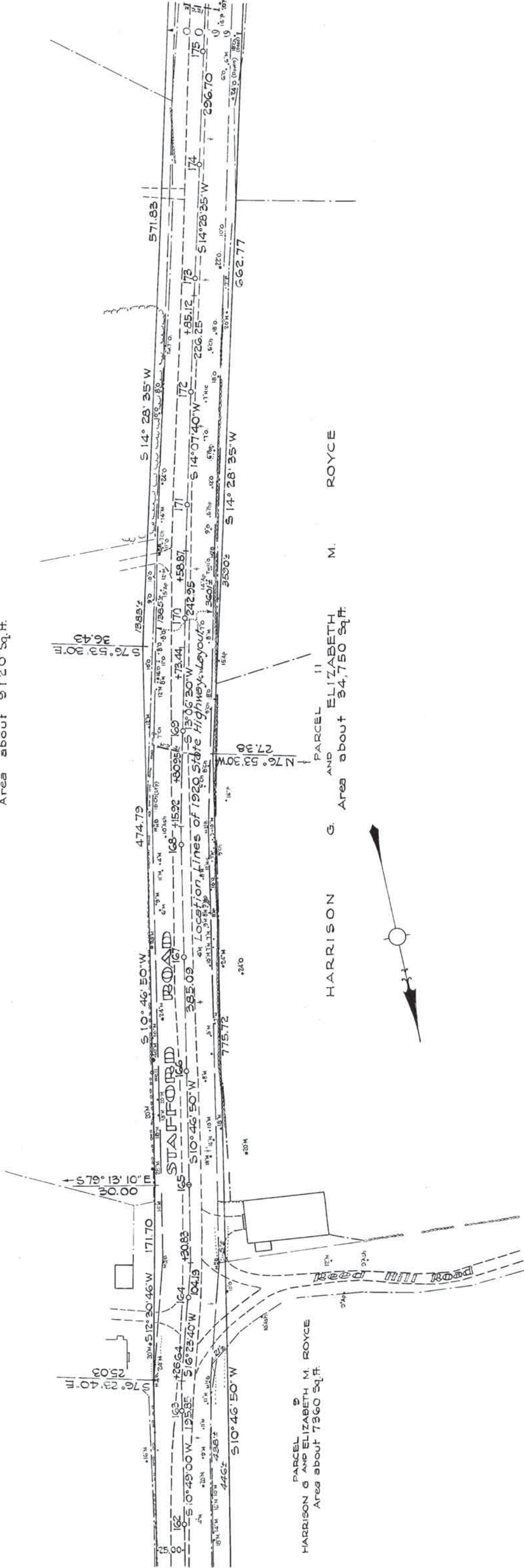
Department of Public Works

A TRUE COPY ATTEST  
*William H. Kelly*  
Recorder





HARRISON G. PARCEL 10 AND ELIZABETH M. ROYCE  
Area about 9120 Sq.Ft.

















*The Commonwealth of Massachusetts*  
*Department of Public Works*  
*100 Nashua Street, Boston*

Wales

May 5, 1939.

Mr. Charles M. Calhoun,  
Clerk, Hampden County Commissioners,  
Court House, Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of May 2, 1939, alter the location of a section of State highway laid out in Wales in the year 1920.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - under separate cover - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Registered Mail.

Secretary.

R-R



THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 3309  
and Order of Taking.

WHEREAS, the Department of Public Works, Division of Highways, acting on behalf of the Commonwealth of Massachusetts, did, under date of August 3, 1920, lay out and take charge of as a State highway a road in the town of WALES, county of Hampden, leading from Brimfield to Stafford, Connecticut, and being known as the Stafford Road, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the Town Clerk of said Town of Wales; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described.

The alteration consists of widening and re-establishing the location of the State highway, beginning at a point opposite the southwesterly side of Union Road, so called, and extending in a general southwesterly direction for about one and one-half miles to the north-



easterly end of the location of the State highway as laid out under date of March 21, 1939.

The section of State highway hereby altered and laid out is more fully described as follows:-

The base line of location of the section of State highway hereby altered and laid out is the base line of a survey made by the engineers of the Department in February, 1938, and begins at a point in the present roadway opposite the southwesterly side of Union Road, as aforesaid, said point of beginning being shown on plan as station 136+52.60, and extends thence southwesterly by a curve to the right of 728.45 feet radius 428.70 feet; thence by a curve to the left of 165.21 feet radius 115.11 feet; thence by another curve to the left of 809.65 feet radius 311.92 feet; thence south  $8^{\circ} 30' 25''$  west 325.85 feet; thence south  $0^{\circ} 22' 20''$  west 193.29 feet; thence south  $2^{\circ} 01' 55''$  east 260.67 feet; thence south  $4^{\circ} 42' 40''$  east 242.75 feet; thence south  $10^{\circ} 25' 30''$  east 232.50 feet; thence by a curve to the right of 526.68 feet radius 178.28 feet; thence south  $8^{\circ} 58' 10''$  west 189.12 feet; thence south  $10^{\circ} 49' 00''$  west 195.85 feet; thence south  $16^{\circ} 23' 40''$  west 104.19 feet; thence south  $10^{\circ} 46' 50''$  west 385.09 feet; thence south  $13^{\circ} 06' 30''$  west 242.95 feet; thence south  $14^{\circ} 07' 40''$  west 226.25 feet; thence south  $14^{\circ} 28' 35''$  west 296.70 feet; thence by a curve to the right of 1615.07 feet radius 199.75 feet; thence south  $21^{\circ} 33' 45''$  west 195.99 feet; thence south  $27^{\circ} 47' 30''$  west 130.43 feet; thence south  $23^{\circ} 29' 25''$  west 480.49 feet; thence south  $28^{\circ} 59' 40''$  west 648.71 feet; thence south  $31^{\circ} 25' 40''$  west 201.10 feet; thence south  $34^{\circ} 18' 35''$  west 649.38 feet; thence south  $39^{\circ} 28' 40''$  west 441.22 feet; thence by a curve to the left of 610.66 feet radius 198.24 feet; thence south  $20^{\circ} 52' 40''$  west 666.37 feet; thence south  $27^{\circ} 19' 50''$  west 277.38 feet; thence by a curve to the left of 1084.72 feet radius 146.53 feet to a point at the end of the alteration marking the northerly end of the base line of the aforesaid March 21, 1939 State highway layout, said point being shown on plan as station 218+17.41.

The southeasterly line of location of the section of State highway hereby altered and laid out begins at a point on the southeasterly location line of the aforesaid 1920 State highway layout bearing south  $41^{\circ} 37' 33''$  east and 25.00 feet distant from station 138 of the above-described base line, and extends thence, leaving said 1920 location line but tangent thereto, south  $48^{\circ} 22' 27''$  west 191.77 feet to a point bearing south  $27^{\circ} 20' 45''$  east and 49.02 feet distant from station 139+81.55; thence by a curve to the left of 960.00 feet radius 667.98 feet to a point again on the southeasterly location line of the aforesaid 1920 State highway layout bearing south  $81^{\circ} 29' 35''$  east and 25.00 feet distant from station 147+22.68; thence following said 1920 location line as hereby re-established south  $8^{\circ} 30' 25''$  west 109.42 feet to a point bearing south  $86^{\circ} 15' 02''$  east and 25.09 feet distant from station 148+34.18; thence south  $1^{\circ} 00' 30''$  east 450.97 feet to a point bearing north  $87^{\circ} 08' 25''$  east and 25.01 feet distant from station 152+88.14; thence parallel to the above-described base line and 25.00 feet distant therefrom to a point bearing south  $76^{\circ} 23' 40''$  east and 25.03 feet distant from station 163+26.64; thence leaving said 1920



established, parallel to the above-described base line and 25.00 feet distant therefrom to a point bearing north  $86^{\circ} 15' 02''$  west and 25.09 feet distant from station 148+34.18; thence south  $1^{\circ} 00' 30''$  east 456.75 feet to a point bearing south  $87^{\circ} 08' 25''$  west and 25.01 feet distant from station 152+88.14; thence leaving said 1920 location line and extending south  $1^{\circ} 44' 01''$  east 423.10 feet to a point bearing south  $79^{\circ} 34' 30''$  west and 64.56 feet distant from station 157+04.30; thence south  $9^{\circ} 21' 14''$  east 98.01 feet to a point bearing south  $49^{\circ} 12' 39''$  west and 76.95 feet distant from station 157+63.39; thence by a curve to the right of 800.00 feet radius 281.13 feet to a point bearing north  $45^{\circ} 11' 09''$  west and 48.65 feet distant from station 161+30.79; thence south  $10^{\circ} 46' 50''$  west 775.72 feet to a point bearing north  $76^{\circ} 53' 30''$  west and 27.38 feet distant from station 168+80.95; thence south  $14^{\circ} 28' 35''$  west 662.77 feet to a point bearing north  $75^{\circ} 31' 25''$  west and 33.00 feet distant from station 175+44.43; thence by a curve to the right of 1967.00 feet radius 309.45 feet to a point bearing north  $68^{\circ} 26' 15''$  west and 35.79 feet distant from station 178+58.12; thence south  $23^{\circ} 29' 25''$  west 540.24 feet to a point bearing north  $66^{\circ} 30' 35''$  west and 30.00 feet distant from station 184+00; thence south  $36^{\circ} 37' 27''$  west 154.03 feet to a point bearing north  $66^{\circ} 30' 35''$  west and 65.00 feet distant from station 185+50.00; thence south  $17^{\circ} 08' 19''$  west 172.26 feet to a point bearing north  $61^{\circ} 00' 20''$  west and 33.00 feet distant from station 187+25.00; thence south  $28^{\circ} 59' 40''$  west 361.40 feet to a point bearing north  $61^{\circ} 00' 20''$  west and 33.00 feet distant from station 190+86.40; thence by a curve to the right of 5567.00 feet radius 516.45 feet to a point bearing north  $55^{\circ} 41' 25''$  west and 33.00 feet distant from station 196+06.06; thence south  $34^{\circ} 18' 35''$  west 228.88 feet to a point bearing north  $55^{\circ} 41' 25''$  west and 33.00 feet distant from station 198+34.94; thence by a curve to the right of 5567.00 feet radius 502.14 feet to a point bearing north  $50^{\circ} 31' 20''$  west and 33.00 feet distant from station 203+40.40; thence south  $39^{\circ} 28' 40''$  west 74.10 feet to a point bearing north  $59^{\circ} 25' 19''$  west and 33.40 feet distant from station 204+09.33; thence by a curve to the left of 1169.89 feet radius 379.78 feet to a point bearing north  $60^{\circ} 13' 24''$  west and 24.29 feet distant from station 207+90.32; thence south  $20^{\circ} 52' 40''$  west 363.44 feet to a point bearing north  $83^{\circ} 07' 36''$  west and 24.74 feet distant from station 211+44.01; thence south  $31^{\circ} 04' 54''$  west 101.61 feet to a point bearing north  $69^{\circ} 07' 20''$  west and 42.00 feet distant from station 212+50.00; thence south  $23^{\circ} 12' 07''$  west 496.43 feet to a point again on the northwesterly location line of the aforesaid 1920 State highway layout bearing north  $66^{\circ} 47' 53''$  west and 25.00 feet distant from station 217+49.04; thence following said 1920 location line as hereby re-established by a curve to the left of 1109.72 feet radius 69.22 feet to a point at the end of the alteration, marking the northerly end of the westerly location line of the aforesaid March 21, 1939 State highway layout, said point bearing north  $68^{\circ} 45' 12''$  west and being 25.01 feet distant from the point of ending of the above-described base line shown on plan as station 218+17.41.

The side lines of location of the section of State highway hereby altered and laid out are further defined by bounds set at angle points and points of curvature, and at the beginning and end of the alteration.



For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees located thereon, situated in the town of Wales, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of Wales which are included in the foregoing description.

The state highway hereby altered and laid out and the aforesaid takings are shown on a plan drawn by G. H. Delano, Chief Engineer, signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the town of Wales Hampden County Altered and laid out as a State Highway by the Department of Public Works May 2, 1939. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area Square Feet</u>	<u>Award</u>
1	Harrison G. and Elizabeth M. Royce	2,050	\$1.00
2	Harrison G. and Elizabeth M. Royce	1,760	1.00
3	Owner unknown	26,270	1.00
4	C. Wesley Hale	1,480	1.00
5	Ernest R. Hanford	165	1.00
6	Eugene A. Shaw	1,415	1.00
7	Mae L. Angel and Edna B. Smith	4,590	1.00
8	Mathew G. Holmes	6,980	1.00
9	Harrison G. and Elizabeth M. Royce	7,360	1.00
10	Harrison G. and Elizabeth M. Royce	9,120	1.00



<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area Square Feet</u>	<u>Award</u>
11	Harrison G. and Elizabeth M. Royce	34,750	\$1.00
12	Town of Wales	14,970	1.00
13	Eugene A. Shaw	4,345	1.00
14	Eugene A. Shaw	5,890	1.00
15	Alvin E. Shaw and Anna B. Thompson	8,355	1.00
16	Alvin E. Shaw and Anna B. Thompson	12,150	1.00
17	Harold W. Bradway	800	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners of land taken as aforesaid are hereby required to remove their fences, buildings and other obstructions (not including trees) from the lands so taken before the fifteenth day of June, 1939.



1939 L. O. in Wales, No. 3309 Page 7

It is therefore

VOTED, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the secretary of the Department of Public Works be and hereby is instructed to file in the office of the county commissioners of the county and in the office of the clerk of the city or town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that the said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston, this second day of May, 1939.

<u>Wm. F. Callahan</u>	} <i>Department of Public Works</i>
<u>Frank L. Kane</u>	
<u>Paul C. Ryan</u>	

A true copy.

Attest:

*Mary A. Kelly*  
Secretary

1941

Wales



STATE HIGHWAY LAYOUT #3383  
Stafford Rd., north of Union Rd., to 1939 layout.

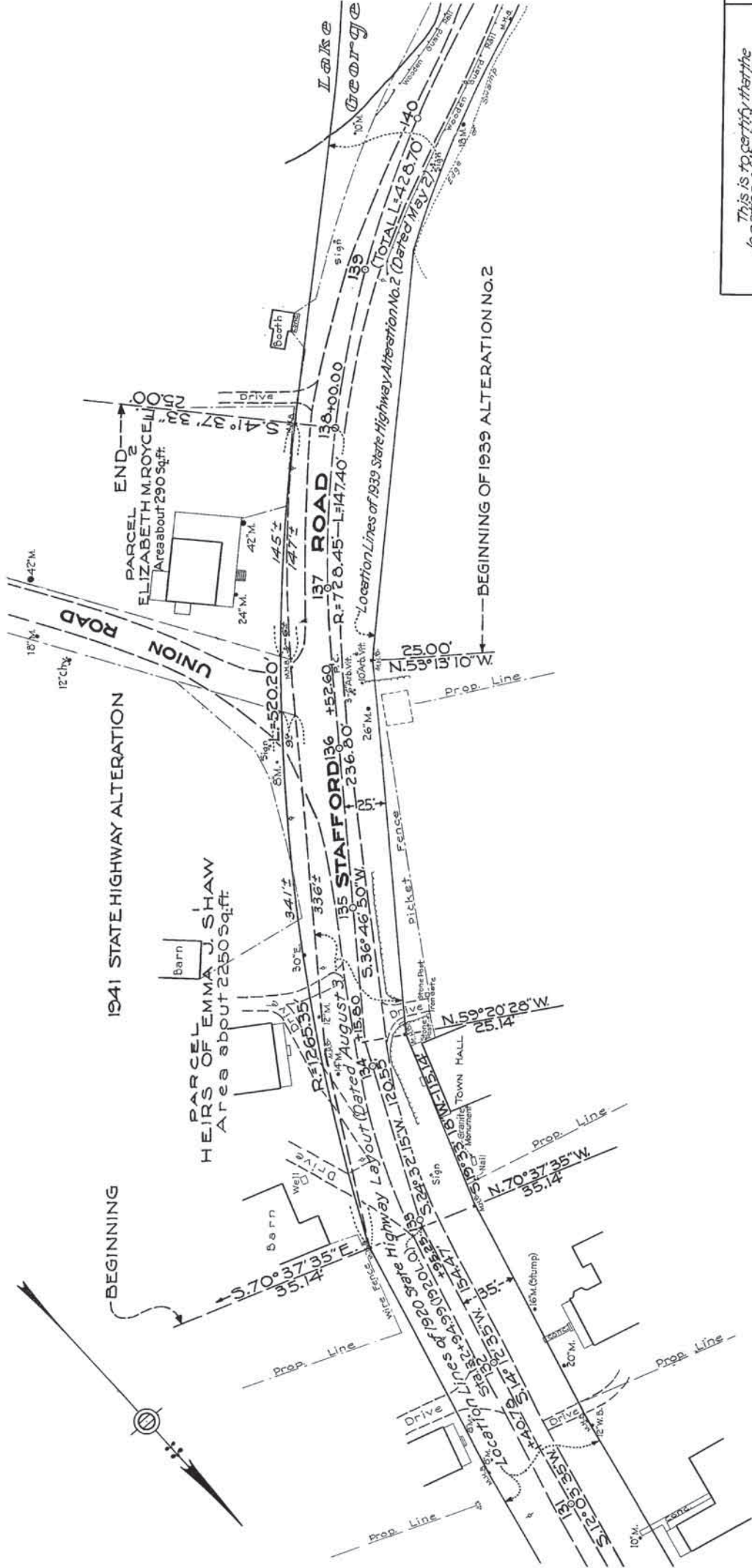
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 20 PAGE 9.

INDEXING

STATE HIGHWAY LAYOUT #3383

- Image Info SH69002 Wales
- Image Info SH69002 Stafford Road
- Image Info SH69002 Union Road





This is to certify that the location of the highway has been altered as shown on this plan and that said highway taken over as a State Highway by the Department of Public Works in accordance with Chapter 81 of the General Laws.

*Heretofore Approved*  
*Paul C. Ryan*  
*George J. Ryan*  
Department of Public Works

The Commonwealth of Massachusetts  
PLAN OF ROAD  
in the Town of  
**WALTHAM**  
WALDEN COUNTY  
Altered and laid out as a State Highway by the  
Department of Public Works  
APRIL 22, 1941  
Scale: 40 feet to the inch  
*George J. Ryan*  
Chief Engineer





*The Commonwealth of Massachusetts*  
*Department of Public Works*  
*100 Nashua Street, Boston*

April 24, 1941.

Wales

Mr. Charles M. Calhoun,  
Clerk, Hampden County Commissioners,  
Court House, Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of April 22, 1941, alter the location of a section of State highway laid out in Wales in the years 1920 and 1939.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Registered Mail.

R-R

*May A. G. G.*  
Secretary.

Filed-April 25, 1941





## The Commonwealth of Massachusetts DEPARTMENT OF PUBLIC WORKS

*Layout No 3383*  
and Order of Taking

WHEREAS, the Department of Public Works, Division of Highways,  
acting on behalf of the Commonwealth of Massachusetts, did, under date of August  
3, 1920, and the Department of Public Works, acting on behalf  
of the Commonwealth of Massachusetts, did, on May 2, 1939,  
lay out and take charge of as a State highway a road in the town of WALES,  
county of Hampden, leading from Brimfield  
to Stafford, Connecticut, and being known as  
Stafford Road,

as shown on the plans of said State highway on file in the office of the Department of Public  
Works, copies of which plans have been filed in the office of the County Commissioners of said  
County of Hampden, at Springfield, and in the office of the  
Town Clerk of said Town of Wales; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said  
State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,  
as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-  
tion thereto, the Department of Public Works adjudges that public necessity and convenience  
require that the Commonwealth should alter the location of said State highway, and should  
lay out and take charge of said State highway as altered, as hereinafter described.



The alteration consists of widening and re-establishing the location of the State highway, beginning at a point about 300 feet distant northeasterly of Union Road and extending in a southwesterly direction for about 500 feet.

The section of State highway hereby altered and laid out is more fully described as follows:

The base line of location of the section of State highway hereby altered and laid out is that of the aforesaid 1920 State highway layout as rerun in February, 1938, and begins at a point shown on plan as station 132+95.25, said point being shown on plan of said 1920 layout as station 132+94.99, and extends thence south  $24^{\circ} 32' 15''$  west 120.55 feet; thence south  $36^{\circ} 46' 50''$  west 236.80 feet; thence by a curve to the right of 728.45 feet radius 147.40 feet to a point at the end of the alteration, shown on plan as station 138+00.

The southeasterly line of location of the section of State highway hereby altered and laid out begins at a point on the southeasterly location line of the aforesaid 1920 State highway layout bearing south  $70^{\circ} 37' 35''$  east and 35.14 feet distant from the point of beginning of the above-described base line shown on plan as station 132+95.25, and extends thence, leaving said 1920 location line, southwesterly by a curve to the right of 1265.35 feet radius 520.20 feet to a point at the end of the alteration marking the northeasterly end of the southeasterly location line of the aforesaid 1939 State highway layout, said point bearing south  $41^{\circ} 37' 33''$  east and being 25.00 feet distant from the point of ending of the above-described base line shown on plan as station 138+00.

The northwesterly line of location of the section of State highway hereby altered and laid out begins at a point on the northwesterly location line of the aforesaid 1920 State highway layout bearing north  $70^{\circ} 37' 35''$  west and 35.14 feet distant from the point of beginning of the above-described base line shown on plan as station 132+95.25, and extends thence, following said 1920 location line as hereby reestablished, south  $19^{\circ} 33' 18''$  west 115.14 feet to a point bearing north  $59^{\circ} 20' 28''$  west and 25.14 feet distant from station 134+15.80; thence parallel to the aforesaid base line and 25.00 feet distant therefrom to a point at the end of the alteration, marking the northeasterly end of the northwesterly location line of the aforesaid 1939 State highway layout, said point bearing north  $53^{\circ} 13' 10''$  west and being 25.00 feet distant from station 136+52.60 of the above-described base line.



The side lines of location of the section of State highway hereby altered and laid out are further defined by bounds set at angle points and at the beginning and end of the alteration.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees located thereon, situated in the town of Wales, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of Wales which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan drawn by R. W. Coburn, Chief Engineer, signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Wales Hampden County Altered and laid out as a State Highway by the Department of Public Works April 22, 1941. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area Square Feet</u>	<u>Award</u>
1	Heirs of Emma J. Shaw	2,250	\$1.00
2	Elizabeth M. Royce	290	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners of land taken as aforesaid are hereby required to remove their fences, buildings and other obstructions (not including trees) from the land so taken before the twenty-fifth day of May, 1941.



1941 *L. O. in* Wales, No. 3383 Page 4

It is therefore

VOTED, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the secretary of the Department of Public Works be and hereby is instructed to file in the office of the county commissioners of the county and in the office of the clerk of the city or town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that the said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston, this twenty-second day of April, 1941.

<u>Herman A. MacDonald</u>	} <i>Department of Public Works</i>
<u>Paul C. Ryan</u>	
<u>George W. Schryver</u>	

A true copy.

Attest:

*Mary A. Ryan*  
Secretary



1947

Wales



STATE HIGHWAY LAYOUT #3544  
Main St., Route 16, intersection Sizer Dr.

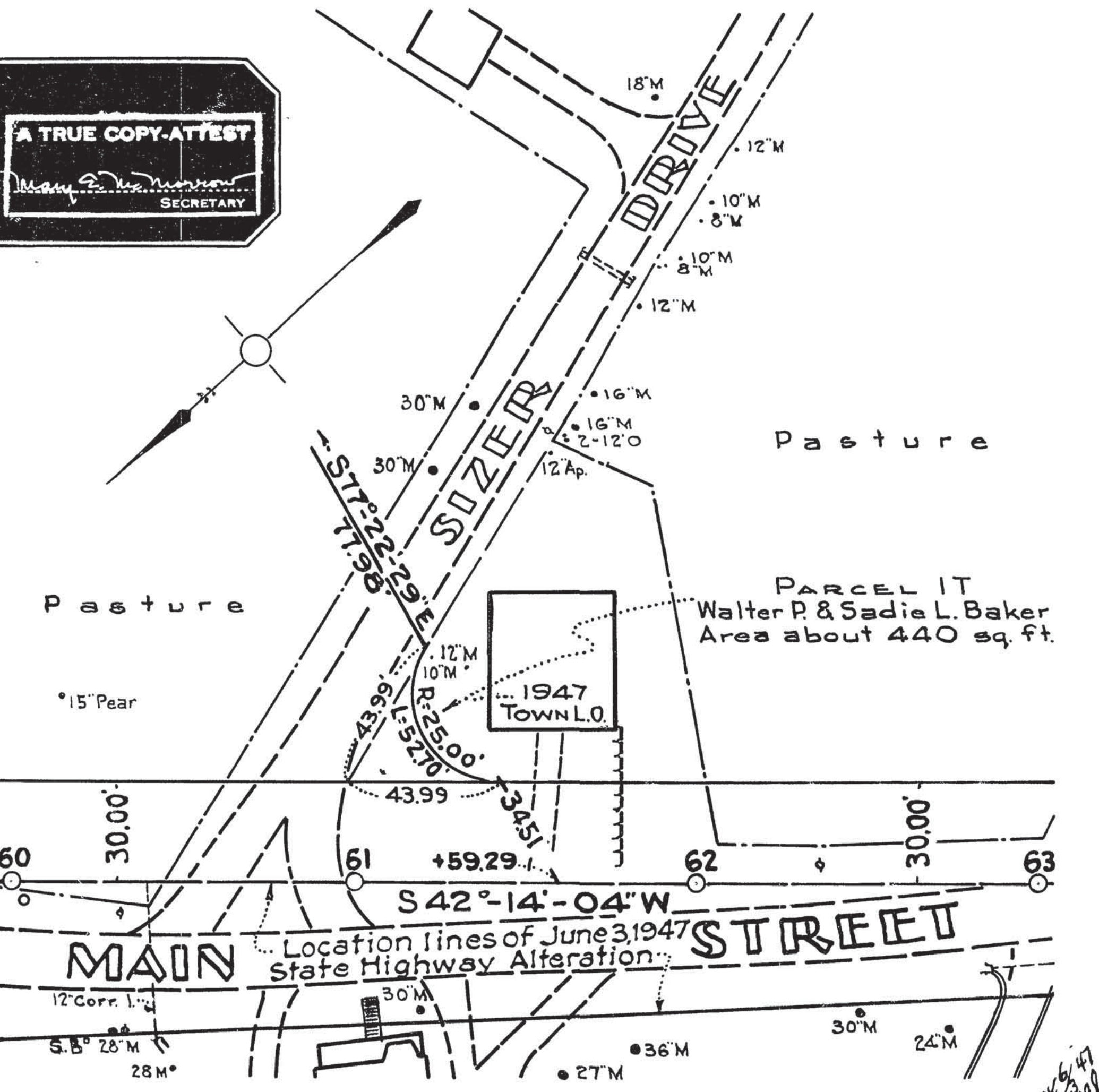
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 26 PAGES 12-16.

INDEXING

STATE HIGHWAY LAYOUT #3544

- Image Info SH69003 Wales
- Image Info SH69003 Main Street
- Image Info SH69003 Sizer Drive

**A TRUE COPY-ATTEST**  
*May E. McNamee*  
 SECRETARY



is to certify that the portion  
 highway, shown on this plan was  
 d out in behalf of the Town of  
 les, by the Department of  
 blic Works on June 3, 1947,  
 er Chapter 344 of the Acts of 1937.

*Mr. Bennett*  
*George P. [illegible]*  
*Ralph A. Palladino*  
 Department of Public Works.

The Commonwealth of Massachusetts  
**PLAN OF ROAD**  
 in the Town of  
**WALES**  
 HAMPDEN COUNTY  
 Laid out as a Highway by the  
 Department of Public Works  
 JUNE 3, 1947.  
 Scale: 40 feet to the inch  
*P.H. Kittredge*  
 Chief Engineer





*The Commonwealth of Massachusetts*  
*Department of Public Works*  
*100. Nashua Street, Boston 14*

Wales

June 6, 1947.

Mr. Lewis A. Twitchell,  
Clerk, Hampden County Commissioners,  
Court House, Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 344 of the Acts of 1937, the Department of Public Works did, under date of June 3, 1947, establish a location line on Sizer Drive in the town of Wales.

A plan thereof and a certificate that said Department of Public Works has established a location line on Sizer Road in Wales in accordance with said plan are sent you herewith for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the establishment of said location line in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

*Mary E. McMorrow*  
Secretary

R

Reg. Mail

This letter and plan received in Hampden County Commissioners' Office on June 10, 1947.  
The yellow form of receipt was signed and returned to M.E.McMorrow, Secretary, on June 10, 1947.



THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---00000---

Layout No. 3544  
and Order of Taking

Acting under authority of Chapter 344 of the Acts of 1937, the Department of Public Works, on behalf of the Town of Wales, does hereby establish a location line on Sizer Drive in the town of WALES, county of Hampden, at its junction with Main Street.

The location line as hereby reestablished is more fully described as follows:

Beginning at a point on the southeasterly location line of the 1947 State highway alteration on Main Street bearing south  $77^{\circ} 22' 29''$  east and 34.51 feet distant from station 61+59.29 of the base line of said State highway alteration, and extending thence northeasterly, easterly and southeasterly by a curve of 25.00 feet radius 52.70 feet to a point on the westerly side of Sizer Drive bearing south  $77^{\circ} 22' 29''$  east and 77.98 feet distant from the said station 61+59.29.

For the purpose of establishing said location line the Department of Public Works, on behalf of the Town of Wales, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws (Ter. Ed.), the following parcel of land, including all trees located thereon, situated in the town of Wales, county of Hampden, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights



of the public to use those parts of the public streets and ways in the town of Wales which are included in the foregoing description.

The location line hereby established and the aforesaid taking are shown on a plan drawn by P. M. Kittfield, Chief Engineer, signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Wales Hampden County Laid out as a Highway by the Department of Public Works June 3, 1947. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by Walter P. and Sadie L. Baker in their property by reason of the aforesaid taking the following award is made:

<u>Parcel No.</u>	<u>Supposed Owners</u>	<u>Area Square Feet</u>	<u>Award</u>
11	Walter P. and Sadie L. Baker	440	\$1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners of land taken as aforesaid are hereby required to remove their fences, buildings and other obstructions (not including trees) from the land so taken before the fifteenth day of July, 1947.

Voted, That the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the county commissioners of the county and in the office of the clerk of the town in which said way is located, certified copies of the plan and certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the

1947 L.O.

in Wales

No. 3544

Page 3.

Department of Public Works has established a location line on Elzer Drive and laid out said way in accordance with said plan.

Dated at Boston this third day of June, 1947.

W. H. Buracker

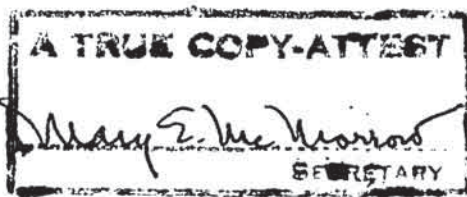
Department

George G. Hyland

of

Ralph A. Palladino

Public Works





1947

Wales



STATE HIGHWAY LAYOUT #3543  
Main St., Route 16, Holland Rd., to south of Haynes Hill Rd.

INDEXING

STATE HIGHWAY LAYOUT #3543

- Image Info SH69004 Wales
- Image Info SH69004 Haynes Hill Road
- Image Info SH69004 Holland Road
- Image Info SH69004 Main Street



withburg, K.  
*James J. McGinnis*  
 Department of Public Works

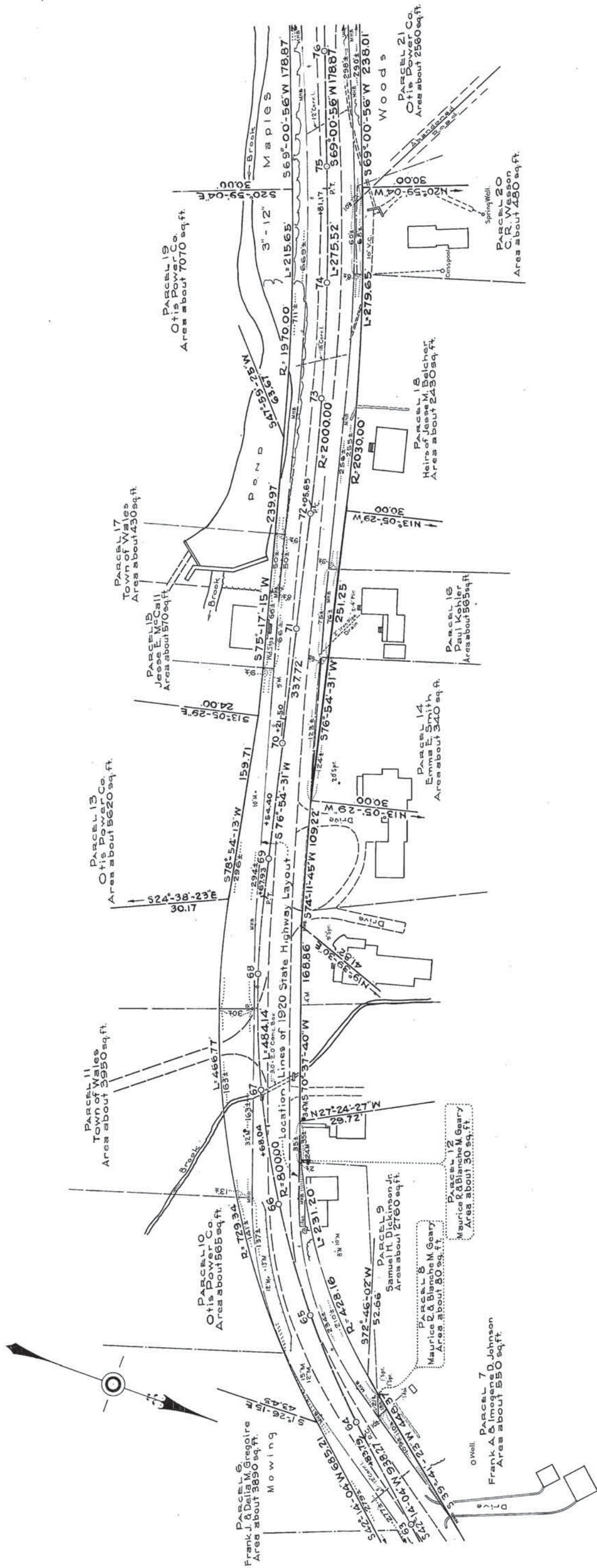
# WALE S

JUNE 3, 1947.  
Scale: 40 feet to the inch

P.H. Kitchin  
Chief Engineer.



WALES ~ 1947 ALTERATION - SHEET 2 OF 5 SHEETS

















The Commonwealth of Massachusetts  
DEPARTMENT OF PUBLIC WORKS

---

Layout No. 3543  
and Order of Taking

WHEREAS, the Massachusetts Highway Commission,  
acting on behalf of the Commonwealth of Massachusetts, did, under date of  
October 3, 1901, and the Department of Public Works, Di-  
vision of Highways, acting on behalf of said Commonwealth,  
did, under date of August 3, 1920,  
lay out and take charge of as a State highway a road in the town of HALESS,  
county of Hampden, leading from Springfield  
to the Connecticut line, and being known as  
Main Street,  
as shown on the plans of said State highway on file in the office of the Department of Public  
Works, copies of which plans have been filed in the office of the County Commissioners of said  
County of Hampden, at Springfield, and in the office of the  
Town Clerk of said Town of Haless; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said  
State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,  
as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-  
tion thereto, the Department of Public Works adjudges that public necessity and convenience  
require that the Commonwealth should alter the location of said State highway, and should  
lay out and take charge of said State highway as altered, as hereinafter described.



*The Commonwealth of Massachusetts*  
*Department of Public Works*  
*100 Nashua Street, Boston*

Wales

June 6, 1947.

Mr. Lewis A. Twitchell,  
Clerk, Hampden County Commissioners,  
Court House, Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of June 3, 1947, alter the location of a section of State highway laid out in Wales in the years 1901 and 1920.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you ~~herewith~~ - under separate cover - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

*May E. McMorris*  
Secretary.

Registered Mail.

R

This letter and plan received in Hampden County Commissioners' Office on June 10, 1947. The yellow form of receipt was signed and returned to M.E. McMorris, Secretary, on June 10, 1947.



The alteration consists of widening the reestablishing the location of the State highway, and begins at a point about 350 feet distant northeasterly of Holland Road, so called, and extends thence in a southwesterly direction for about one and one-tenth miles to a point about 600 feet distant southwesterly of the junction of Main Street with Old Briarfield Road, so called.

The section of State highway hereby altered and laid out is more fully described as follows:

The base line of location of the section of State highway hereby altered and laid out is that of a survey made by the engineers of the Department in September, 1943, and begins at a point bearing south  $43^{\circ} 40' 45''$  east (would be south  $32^{\circ} 26' 20''$  east if compared with bearings of the 1901 layout) 0.09 feet from station 53+81.01 of the base line of said 1901 layout, said point of beginning being shown on plan as station 54+45.52, and extends thence south  $42^{\circ} 14' 04''$  west 938.27 feet; thence by a curve to the right of 800.00 feet radius 484.14 feet; thence south  $76^{\circ} 54' 31''$  west 357.72 feet; thence by a curve to the left of 2000.00 feet radius 275.52 feet; thence south  $69^{\circ} 00' 56''$  west 178.87 feet; thence by a curve to the right of 1600.00 feet radius 535.30 feet; thence south  $89^{\circ} 58' 30''$  west 168.20 feet; thence by a curve to the right of 1000.00 feet radius 186.46 feet; thence by a curve to the left of 604.43 feet radius 446.12 feet; thence south  $58^{\circ} 22' 10''$  west 318.47 feet to a point shown on plan as station 93+64.59, said station equalling station 93+88.28 for the line ahead; thence south  $58^{\circ} 22' 10''$  west 471.46 feet; thence by a curve to the right of 1000.00 feet radius 220.31 feet; thence south  $70^{\circ} 59' 32''$  west 269.12 feet; thence by a curve to the left of 500.00 feet radius 386.56 feet; thence south  $26^{\circ} 41' 45''$  west 230.66 feet; thence by a curve to the left of 1600.00 feet radius 387.31 feet to a point on the base line of the aforesaid 1920 State highway layout shown on plan as station 113+53.70, and being identical with station 113+53.70 of the aforesaid 1920 base line.

The southeasterly line of location of the section of State highway hereby altered and laid out begins at a point on the southeasterly location line of the aforesaid 1901 State highway layout bearing south  $18^{\circ} 12' 38''$  east and 27.59 feet distant from the point of beginning of the above-described base line shown on plan as station 54+45.52, and extends thence, leaving said 1901 location line, south  $42^{\circ} 14' 04''$  west 270.87 feet to a point bearing south  $47^{\circ} 45' 56''$  east and 24.00 feet distant from station 57+30.00; thence south  $47^{\circ} 45' 56''$  east 6.00 feet to a point bearing south  $47^{\circ} 45' 56''$  east and 30.00 feet distant from the said station 57+30.00; thence south  $42^{\circ} 14' 04''$  west 685.21 feet to a point bearing south  $1^{\circ} 26' 15''$  east and 43.45 feet distant from station 63+33.79; thence by a curve to the right of 729.34 feet radius 466.77 feet to a point bearing south  $24^{\circ} 38' 23''$  east and 30.17 feet distant from station 63+67.93; thence south  $78^{\circ} 54' 13''$  west 159.71 feet to a point bearing south  $13^{\circ} 05'$



29" east and 24.00 feet distant from station 70+21.50; thence south 75° 17' 15" west 239.97 feet to a point bearing south 47° 59' 25" west and 63.67 feet distant from station 72+05.65; thence by a curve to the left of 1970.00 feet radius 215.65 feet to a point bearing south 20° 59' 04" east and 30.00 feet distant from station 74+81.17; thence south 69° 00' 56" west 178.87 feet to a point bearing south 20° 59' 04" east and 30.00 feet distant from station 76+60.04; thence by a curve to the right of 1630.00 feet radius 346.33 feet to a point bearing south 8° 48' 38" east and 30.00 feet distant from station 80+00; thence by another curve to the right of 2630.00 feet radius 331.63 feet to a point bearing south 63° 17' 34" west and 90.76 feet distant from station 82+45.34; thence by another curve to the right of 1030.00 feet radius 220.11 feet to a point bearing south 52° 48' 32" east and 67.16 feet distant from station 86+00; thence north 79° 20' 30" west 60.09 feet to a point bearing south 10° 39' 30" west and 30.00 feet distant from the said station 86+00; thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing south 26° 47' 50" east and 30.11 feet distant from station 97+18.01; thence north 26° 47' 50" west 9.04 feet to a point bearing south 26° 47' 50" east and 21.07 feet distant from the said station 97+18.01; thence south 58° 22' 10" west 142.47 feet to a point on the southeasterly location line of the aforesaid 1920 State highway layout bearing south 24° 48' 43" east and 21.15 feet distant from station 98+59.74; thence following said 1920 location line, as hereby reestablished, by a curve to the right not tangent to the line back, of 287.73 feet radius 100.48 feet to a point bearing south 25° 54' 02" east and 26.42 feet distant from station 99+59.75; thence leaving said 1920 location line and extending south 68° 12' 19" west 123.33 feet to a point bearing south 19° 00' 28" east and 25.00 feet distant from station 100+80.05; thence south 70° 49' 43" west 270.47 feet to a point bearing south 16° 00' 17" east and 25.81 feet distant from station 103+49.17; thence by a curve to the left of 474.23 feet radius 248.81 feet to a point again on the southeasterly location line of the aforesaid 1920 State highway layout, bearing south 30° 52' 41" east and 27.07 feet distant from station 106+04.41; thence following said 1920 location line as hereby re-established, south 26° 41' 45" west 330.60 feet to a point bearing south 84° 18' 52" east and 42.85 feet distant from station 109+66.39; thence south 26° 02' 16" west 223.13 feet to a point bearing south 69° 37' 10" east and 28.78 feet distant from station 111+77.93; thence south 19° 59' 20" west 105.63 feet to a point at the end of the alteration bearing south 74° 56' 55" east and 23.58 feet distant from station 112+85.93 of the above-described base line.

The northwesterly line of location of the section of State highway hereby altered and laid out begins at a point marking the north-easterly end of the northwesterly location line of the aforesaid 1920 State highway layout, said point bearing north 47° 45' 56" west and being 32.99 feet distant from station 55+55.24 of the above-described base line, and extends thence, following said 1920 location line as hereby reestablished, south 41° 37' 19" west 221.93 feet to a point bearing north 47° 45' 56" west and 30.62 feet distant from station 57+77.15; thence south 46° 43' 43" west 204.70 feet to a point bearing north 47° 45' 56" west and 46.66 feet distant from station 59+81.22; thence south 39° 41' 23" west, in part by said 1920 loca-



tion line, 448.37 feet to a point bearing south  $72^{\circ} 46' 02''$  west and 52.66 feet distant from station 63+83.79; thence by a curve to the right of 428.16 feet radius 231.20 feet to a point again on the northwesterly location line of the aforesaid 1920 State highway layout, bearing north  $27^{\circ} 24' 27''$  west and 29.72 feet distant from station 66+68.04; thence following said 1920 location line as hereby reestablished south  $70^{\circ} 37' 40''$  west 168.86 feet to a point bearing north  $19^{\circ} 39' 30''$  east and 41.82 feet distant from station 68+67.93; thence south  $74^{\circ} 11' 45''$  west 109.22 feet to a point bearing north  $13^{\circ} 05' 29''$  west and 30.00 feet distant from station 69+54.40; thence leaving said 1920 location line and extending south  $76^{\circ} 54' 31''$  west 251.25 feet to a point bearing north  $13^{\circ} 05' 29''$  west and 30.00 feet distant from station 72+05.65; thence by a curve to the left of 2030.00 feet radius 279.65 feet to a point bearing north  $20^{\circ} 59' 04''$  west and 30.00 feet distant from station 74+81.17; thence south  $69^{\circ} 00' 56''$  west 238.01 feet to a point bearing north  $84^{\circ} 05' 08''$  west and 66.31 feet distant from station 76+60.04; thence by a curve to the right of 1144.85 feet radius 187.05 feet to a point again on the northwesterly location line of the aforesaid 1920 State highway layout bearing north  $12^{\circ} 01' 00''$  west and 26.01 feet distant from station 79+10.47; thence following said 1920 location line as hereby reestablished, by a curve to the right of 1847.20 feet radius 333.56 feet to a point bearing north  $9^{\circ} 49' 52''$  west and 23.42 feet distant from station 82+45.34; thence south  $88^{\circ} 43' 23''$  west 113.15 feet to a point bearing north  $0^{\circ} 01' 30''$  west and 20.61 feet distant from station 83+62.45; thence by a curve to the right of 757.90 feet radius 203.26 feet to a point bearing north  $53^{\circ} 27' 49''$  east and 43.65 feet distant from station 86+00; thence north  $75^{\circ} 54' 38''$  west 200.19 feet to a point bearing north  $4^{\circ} 02' 47''$  west and 65.97 feet distant from station 87+55.13; thence north  $87^{\circ} 46' 36''$  west 97.87 feet to a point bearing north  $55^{\circ} 48' 42''$  west and 123.86 feet distant from the said station 87+55.13; thence south  $85^{\circ} 58' 52''$  west 81.21 feet to a point bearing north  $30^{\circ} 50' 45''$  east and 177.26 feet distant from station 90+46.12; thence south  $78^{\circ} 17' 59''$  west 72.36 feet to a point bearing north  $8^{\circ} 16' 46''$  east and 138.96 feet distant from the said station 90+46.12; thence by a curve to the left of 184.64 feet radius 119.03 feet to a point bearing north  $45^{\circ} 51' 25''$  west and 113.04 feet distant from the aforesaid station 90+46.12; thence by another curve to the left of 540.96 feet radius 134.84 feet to a point bearing north  $31^{\circ} 37' 50''$  west and 54.56 feet distant from station 91+96.62; thence by a curve to the right of 278.75 feet radius 73.72 feet to a point bearing north  $31^{\circ} 37' 50''$  west and 25.00 feet distant from station 92+63.92; thence leaving said 1920 location line and extending south  $58^{\circ} 22' 10''$  west 181.66 feet to a point bearing north  $31^{\circ} 37' 50''$  west and 25.00 feet distant from station 94+69.27; thence south  $31^{\circ} 37' 50''$  east 4.83 feet to a point again on the northwesterly location line of the aforesaid 1920 State highway layout bearing north  $31^{\circ} 37' 50''$  west and 20.17 feet distant from the said station 94+69.27; thence following said 1920 location line as hereby reestablished south  $62^{\circ} 03' 48''$  west 234.97 feet to a point bearing north  $9^{\circ} 38' 17''$  west and 38.08 feet distant from station 97+18.01; thence by a curve to the left of 452.50 feet radius 114.49 feet to a point bearing north  $24^{\circ} 28' 08''$  east and 50.64 feet distant from station 98+59.74; thence leaving said 1920 location line and extending by a curve to the right, not tangent to the line back, of 700.85 feet radius 252.59 feet to a point again on said 1920 location line bearing north  $7^{\circ} 34' 40''$  west and 24.57 feet distant from station 100+80.05; thence following said 1920



location line as hereby reestablished south  $72^{\circ} 53' 08''$  west 48.20 feet to a point bearing north  $78^{\circ} 20' 32''$  west and 50.34 feet distant from the said station 100+80.05; thence by a curve to the left of 1558.18 feet radius 136.40 feet to a point bearing north  $19^{\circ} 00' 28''$  west and 24.21 feet distant from station 102+59.70; thence leaving said 1920 location line and extending south  $71^{\circ} 30' 37''$  west 84.73 feet to a point bearing north  $8^{\circ} 15' 06''$  west and 25.43 feet distant from station 103+49.17; thence by a curve to the left of 525.00 feet radius 87.55 feet to a point bearing north  $28^{\circ} 02' 40''$  west and 25.00 feet distant from station 104+28.03; thence south  $61^{\circ} 57' 20''$  west 175.50 feet to a point again on the northwesterly location line of the aforesaid 1920 State highway layout bearing north  $30^{\circ} 52' 41''$  west and 55.86 feet distant from station 106+04.41; thence following said 1920 location line as hereby reestablished south  $26^{\circ} 41' 45''$  west 377.04 feet to a point bearing north  $39^{\circ} 14' 55''$  west and 32.85 feet distant from station 109+66.39; thence south  $23^{\circ} 28' 02''$  west 228.12 feet to a point bearing north  $62^{\circ} 37' 10''$  west and 31.30 feet distant from station 111+77.93; thence south  $14^{\circ} 41' 38''$  west 110.82 feet to a point at the end of the alteration bearing north  $74^{\circ} 56' 55''$  west and 26.46 feet distant from station 112+85.93 of the above-described base line.

The side lines of location of the section of State highway hereby altered and laid out are further defined by bounds set at angle points and points of curvature, and at the beginning and end of the alteration.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees located thereon, situated in the town of Wales, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of Wales which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan drawn by P. H. Kittfield, Chief Engineer, signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the town of Wales Hampden County Altered and laid out as a State Highway by the Department of Public Works June 3, 1947. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.



It being necessary in the construction and/or reconstruction of the State highway hereinbefore referred to, to make slopes of excavation or embankment outside of the State highway location for the protection of the highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws (Ter. Ed.), an easement in a certain parcel of land. Said parcel of land is bounded and described as follows:-

Parcel No. S-1. A parcel of land supposed to be owned by HEIRS OF FREDERICK L. SQUIRES AND FRANK L. HISCOX, located on the northwesterly side of Main Street, so called, bounded by the northwesterly location line of the 1947 State highway alteration and by the line connecting the following points:- about opposite station 98+89 of the base line of said alteration and on said location line; about opposite station 98+80 of the base line of said alteration and 12 feet from said location line; opposite station 99+00 of the base line of said alteration and 21 feet from said location line; about opposite station 100+11 of the base line of said alteration and 11 feet from said location line; and about opposite station 100+14 of the base line of said alteration and on said location line.

Easements are also reserved for the existing drain pipes and their extension on Parcels 31 and 33 hereinafter referred to, as well as for an existing water pipe on Parcel 34.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area Square Feet</u>	<u>Award</u>
1	Hattie M. and Charles G. Shaw	110	\$1.00
2	Joseph P. and Mary A. Marinelli	650	1.00
3	Wilfred J. and Dorothy L. Anair	1,100	1.00
4	Melvin Lawson	5,300	1.00
5	Walter P. and Sadie L. Baker	2,750	1.00
6	Frank J. and Della M. Gregoire	3,890	1.00
7	Frank A. and Imogene D. Johnson	550	1.00
8	Maurice R. and Blanche M. Geary	80	1.00
9	Samuel H. Dickinson, Jr.	2,760	1.00
10	Otis Power Company	565	1.00
11	Town of Wales	3,950	1.00
12	Maurice R. and Blanche M. Geary	30	1.00



<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area Square Feet</u>	<u>Award</u>
13	Otis Power Company	5,620	\$1.00
14	Ema E. Smith	340	1.00
15	Jesse E. McGill	570	1.00
16	Paul Kohler	565	1.00
17	Town of Wales	430	1.00
18	Heirs of Jesse H. Belcher	2,430	1.00
19	Otis Power Company	7,070	1.00
20	G. R. Wesson	480	1.00
21	Otis Power Company	2,560	1.00
22	Fred W. Butler	400	1.00
23	Heirs of Jesse H. Belcher	10,170	1.00
24	Lizzie K. Bourke	2,800	1.00
25	Mary M. Shaw	4,450	1.00
26	Otis Power Company	1,730	1.00
27	Eugene Chow	20,260	1.00
28	Mary M. Shaw	18,620	1.00
29	Town of Wales	750	1.00
30	Walter P. and Sadie L. Baker	690	1.00
31	Anna H. Thompson	1,850	1.00
32	George J. and Anna L. Gregoire	3,090	1.00
34	Ernest J. and Eva Marcillo	1,620	1.00
35	Edwin F. and Dorothy D. Gregoire	170	1.00
36	George J. and Anna L. Gregoire	150	1.00
37	Heirs of Frederick L. Squires and Frank L. Hiseok	835	1.00
38	W. Raymond and Viola C. Stebbins	2,720	1.00
39	Frank P. and Jozeph H. Grabowski	55	1.00
40	William T. Bowden	1,340	1.00



<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area Square Feet</u>	<u>Award</u>
41	Albert E. and Dorothy E. Green	140	\$1.00
42	Albert E. Green	300	1.00
43	Henry W. Needham	1,430	1.00
B-1	Heirs of Frederick L. Squires and Frank L. Hiscox		1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners of land taken as aforesaid are hereby required to remove their fences, buildings and other obstructions (not including trees) from the lands so taken before the fifteenth day of July, 1947.

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the secretary of the Department of Public Works be and hereby is instructed to file in the office of the county commissioners of the county and in the office of the clerk of the town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that the said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this                      third                      day of June, 1947.

W. H. Buracker

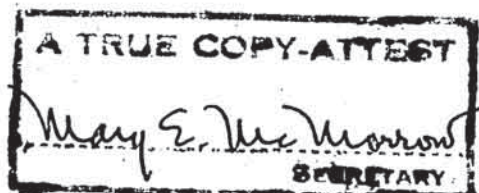
George G. Hyland

Ralph A. Palladino

) Department

) of

) Public Works



1948

Wales



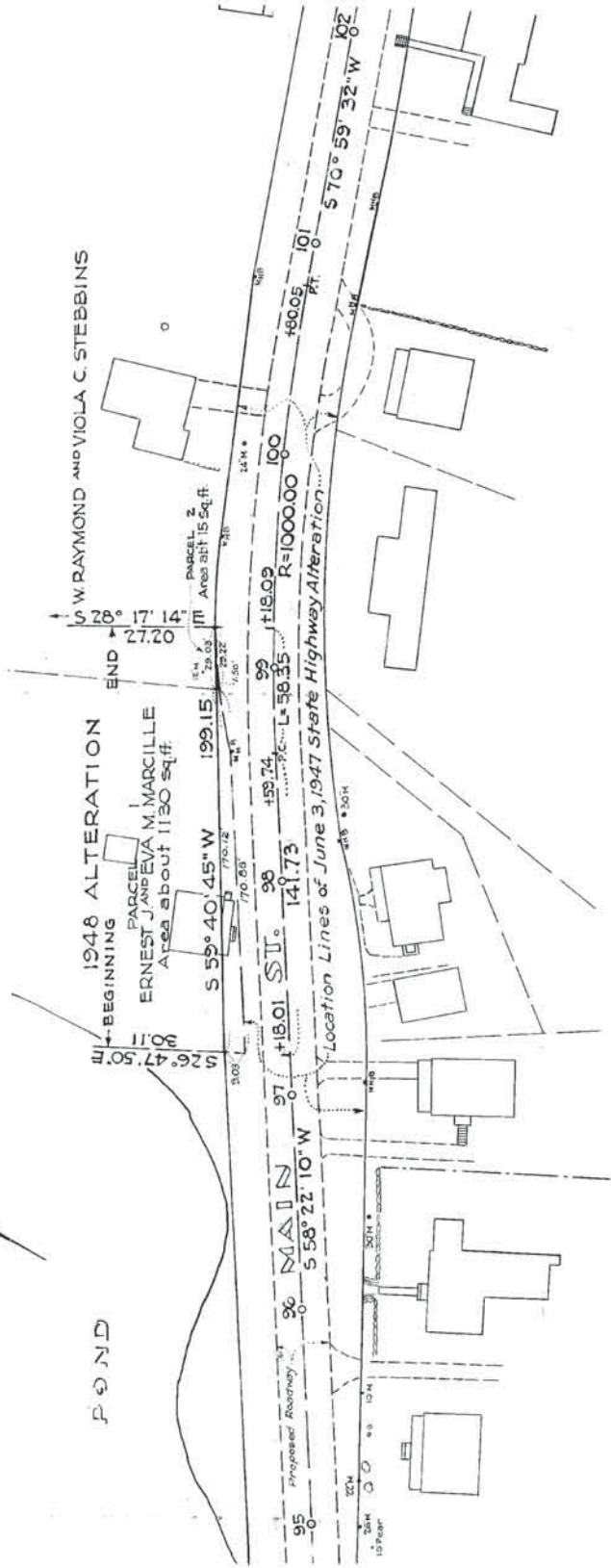
STATE HIGHWAY LAYOUT #3587  
Main St., Route 16, a short relocation southerly of Dell Hill Rd.

INDEXING

STATE HIGHWAY LAYOUT #3587

- Image Info SH69005 Wales
- Image Info SH69005 Dell Hill Road
- Image Info SH69005 Main Street





The Commonwealth of Massachusetts  
PLAN OF ROAD  
in the town of  
**WALES**  
DASMPDIEN COUNTY  
Altered and laid out as a State Highway by the  
Department of Public Works  
MAY 11, 1948.  
Scale: 40 feet to the inch  
*W. H. H. H.*  
Chief Engineer

This certifies that the  
location of the highway has  
been determined on this  
plan and that said highway  
as altered was laid out and  
taken charge of as a State  
Highway by the Department  
of Public Works on May 11, 1948  
in accordance with Chapter  
81 of the General Laws.  
*W. H. H. H.*  
*James G. Deane*  
Department of Public Works





*Rec'd May 24, 1948*  
*The Commonwealth of Massachusetts*  
*Department of Public Works*  
*100 Nashua Street, Boston*

Wales

May 19, 1948.

Mr. Lewis A. Twitchell,  
Clerk, Hampden County Commissioners,  
Court House, Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of May 11, 1948, alter the location of a section of State highway laid out in Wales in the year 1947.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

*May E. McMahon*  
Secretary.

Registered Mail.

R





**The Commonwealth of Massachusetts**  
**DEPARTMENT OF PUBLIC WORKS**

---

*Layout No.* 3587  
*and Order of Taking*

WHEREAS, the Department of Public Works,  
acting on behalf of the Commonwealth of Massachusetts, did, under date of  
June 3, 1947,  
lay out and take charge of as a State highway a road in the town of WALES,  
county of Hampden, leading from Brimfield  
to the Connecticut Line, and being known as  
Main Street,  
as shown on the plans of said State highway on file in the office of the Department of Public  
Works, copies of which plans have been filed in the office of the County Commissioners of said  
County of Hampden, at Springfield, and in the office of the  
Town Clerk of said Town of Wales; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said  
State highway;

Now, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,  
as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-  
tion thereto, the Department of Public Works adjudges that public necessity and convenience  
require that the Commonwealth should alter the location of said State highway, and should  
lay out and take charge of said State highway as altered, as hereinafter described.



The alteration consists of widening the location of the State highway; said alteration being on the southeasterly side of the road about 450 feet southwesterly of Dell Hill Road, so called.

The section of State highway hereby altered and laid out is more fully described as follows:-

The base line of location of the section of State highway hereby altered and laid out is identical with the base line of the aforesaid June 3, 1947 State highway layout, and begins at station 97+18.01 thereof and extends thence south  $58^{\circ} 22' 10''$  west 141.73 feet; thence by a curve to the right of 1000.00 feet radius 58.35 feet to a point at the end of the alteration, shown on plan as station 99+18.09.

The southeasterly line of location of the section of State highway hereby altered and laid out begins at a point on the southeasterly location line of the aforesaid June 3, 1947 State highway layout, bearing south  $26^{\circ} 47' 50''$  east and 30.11 feet distant from the point of beginning of the above-described base line shown on plan as station 97+18.01, and extends thence, leaving said June 3 location line, south  $59^{\circ} 40' 45''$  west 199.15 feet to a point at the end of the alteration, again on said June 3 location line, bearing south  $28^{\circ} 17' 14''$  east and 27.20 feet distant from the point of ending of the aforesaid base line shown on plan as station 99+18.09.

The northwesterly line of location of the section of State highway hereby altered and laid out is identical with the northwesterly location line of the aforesaid June 3, 1947 State highway layout.

The side lines of location of the section of State highway hereby altered and laid out are further defined by bounds set at the beginning and end of the alteration on the southeasterly location line, and at points of curvature on the northwesterly location line.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all structures and trees located thereon, situated in the town of Wales, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully



in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of Wales which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan drawn by P. H. Kitfield, Chief Engineer, signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the town of Wales Hampden County Altered and laid out as a State Highway by the Department of Public Works May 11, 1948. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area Square Feet</u>	<u>Award</u>
1	Ernest J. and Eva M. Marcille	1,130	\$1.00
2	W. Raymond and Viola C. Stebbins	15	1.00

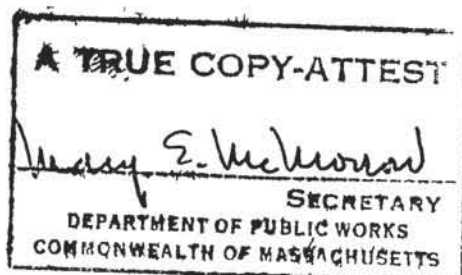
The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners of land taken as aforesaid are hereby required to remove their fences and other obstructions (not including structures and trees) from the lands so taken before the twenty-fifth day of June, 1948.

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the secretary of the Department of Public Works be and hereby is instructed to file in the office of the county commissioners of the county and in the office of the clerk of the town in which said way is located, certifies copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that the said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this      eleventh      day of May, 1948.



W. H. Buracker

George G. Hyland

B. H. Grout

) Department

) of

) Public Works



1950

Wales



**STATE HIGHWAY LAYOUT #3725**  
**Main St., Route 16, Brimfield line to Holland Rd.**

**SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 30 PAGES 134-138.**  
**(County records missing first sheet - see recorded plan.)**

**INDEXING**

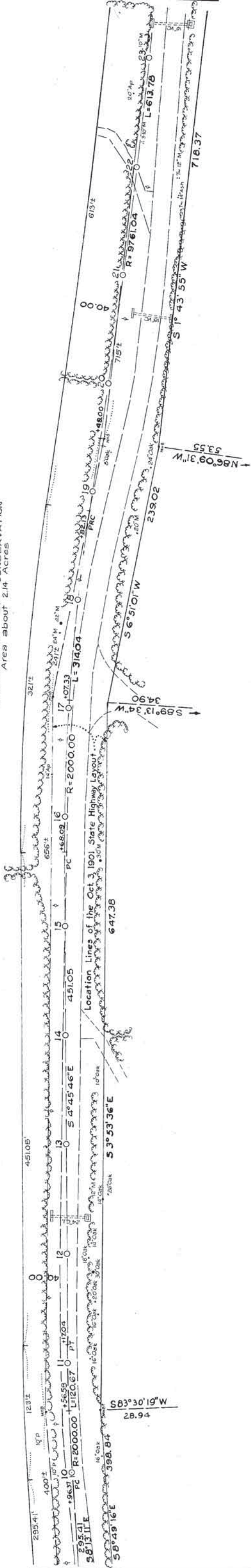
STATE HIGHWAY LAYOUT #3725

- Image Info** SH69006 Wales
- Image Info** SH69006 Brimfield
- Image Info** SH69006 Holland Road
- Image Info** SH69006 Main Street





PARCEL 2  
COMMONWEALTH OF MASSACHUSETTS  
DEPARTMENT OF CONSERVATION  
Area about 214 Acres



















*The Commonwealth of Massachusetts*

*Department of Public Works*

*100 Nashua Street, Boston 14*

Wales

April 21, 1950.

Mr. Lewis A. Twitchell,

Clerk, Hampden County Commissioners,

Court House, Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of April 18, 1950, alter the location of a section of State highway laid out in Wales in the year 1901.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you ~~herewith~~ - under separate cover - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

*Mary E. McMurrow*  
Secretary.

Registered Mail.

R

*This letter with enclosure received in Springfield County Commrs' Office on April 24, 1950. Receipt in my mail from Frances Greene. The plans were received on April 26, 1950.*





**The Commonwealth of Massachusetts**  
**DEPARTMENT OF PUBLIC WORKS**

---

*Layout No.* 3725  
and Order of Taking

WHEREAS, the Massachusetts Highway Commission,  
acting on behalf of the Commonwealth of Massachusetts, did, under date of  
October 3, 1901,  
lay out and take charge of as a State highway a road in the town of WALES,  
county of Hampden, leading from Wales  
to Brimfield, and being known as  
Main Street,  
as shown on the plans of said State highway on file in the office of the Department of Public  
Works, copies of which plans have been filed in the office of the County Commissioners of said  
County of Hampden, at Springfield, and in the office of the  
Town Clerk of said Town of Wales; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said  
State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,  
as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-  
tion thereto, the Department of Public Works adjudges that public necessity and convenience  
require that the Commonwealth should alter the location of said State highway, and should  
lay out and take charge of said State highway as altered, as hereinafter described.



The alteration consists of widening the location of the State highway laid out on Main Street on October 3, 1901 (and re-establishing the location lines thereof) from the dividing line between the towns of Brimfield and Wales southerly for about one mile to the beginning of the August 3, 1920 State highway layout and the June 3, 1947 State highway alteration on said Main Street near Holland Road.

The base line of location of the section of State highway hereby altered and laid out is that of a survey made by engineers of the Department in 1946, and begins at a point on the dividing line between the towns of Brimfield and Wales shown on plan as station 0+58.40, and extends thence south  $2^{\circ} 01' 44''$  west 284.82 feet; thence by a curve to the left of 2000.00 feet radius 357.74 feet; thence south  $8^{\circ} 13' 11''$  east 295.41 feet; thence by a curve to the right of 2000.00 feet radius 120.67 feet; thence south  $4^{\circ} 45' 46''$  east 451.05 feet; thence by a curve to the right of 2000.00 feet radius 314.04 feet; thence by a curve to the left of 9761.04 feet radius 613.78 feet; thence south  $0^{\circ} 37' 52''$  west 503.48 feet; thence by a curve to the right of 2925.00 feet radius 2123.89 feet; thence south  $42^{\circ} 14' 04''$  west 431.96 feet to a point at the end of the alteration, on the base line of the June 3, 1947 State highway alteration, shown on plan as station 55+55.24, being the same station on said 1947 base line.

The easterly line of location of the section of State highway hereby altered and laid out begins at a point on the dividing line between the towns of Brimfield and Wales, bearing north  $88^{\circ} 44' 44''$  east and 32.75 feet distant from the point of beginning of said base line shown on plan as station 0+58.40, and extends thence southerly by a curve to the right, as shown on plan, of 2040.00 feet radius 172.70 feet to a point bearing south  $87^{\circ} 58' 16''$  east and 40.00 feet distant from station 2+29.02 of said base line; thence parallel to said base line and 40.00 feet distant therefrom to a point bearing south  $53^{\circ} 00' 19''$  east and 40.00 feet distant from station 48+55.79; thence south  $36^{\circ} 59' 41''$  west 195.49 feet to a point on the easterly location line of the aforesaid 1901 State highway layout bearing south  $49^{\circ} 13' 59''$  east and 46.44 feet distant from station 50+48.36; thence following said 1901 location line as hereby re-established by a curve to the right of 601.16 feet radius 97.85 feet to a point bearing south  $47^{\circ} 45' 56''$  east and 46.45 feet distant from station 51+44.92 of said base line; thence south  $46^{\circ} 19' 15''$  west 315.01 feet to a point at the end of the alteration, marking the northeasterly end of the southeasterly location line of the aforesaid 1947 State highway alteration, said point bearing south  $18^{\circ} 12' 38''$  east and being 27.59 feet distant from station 54+45.52 of said base line.

The westerly line of location of the section of State highway hereby altered and laid out begins at a point marking the northerly end of the westerly location line of the aforesaid 1901 State highway layout on the dividing line between the towns of Brimfield and Wales, said point bearing south  $88^{\circ} 44' 44''$  west and being 42.89 feet distant from the point of beginning of said base line, shown



on plan as station 0+58.40, and extends thence, following said 1901 location line as hereby re-established, south  $1^{\circ} 22' 09''$  west 347.90 feet to a point bearing north  $89^{\circ} 48' 42''$  west and 39.87 feet distant from station 4+07.47 of said base line; thence south  $4^{\circ} 36' 03''$  east 254.71 feet to a point bearing south  $83^{\circ} 01' 18''$  west and 34.50 feet distant from station 6+57.63 of said base line; thence south  $8^{\circ} 49' 16''$  east 398.84 feet to a point bearing south  $83^{\circ} 30' 19''$  west and 28.94 feet distant from station 10+56.58 of said base line; thence south  $3^{\circ} 53' 36''$  east 647.33 feet to a point bearing south  $89^{\circ} 13' 34''$  west and 34.90 feet distant from station 17+07.33; thence south  $6^{\circ} 51' 01''$  west 239.02 feet to a point bearing north  $86^{\circ} 09' 31''$  west and 53.55 feet distant from station 19+49.00; thence south  $1^{\circ} 43' 55''$  west 718.37 feet to a point bearing north  $89^{\circ} 51' 52''$  west and 51.95 feet distant from station 26+63.84 of said base line; thence south  $2^{\circ} 08' 15''$  east 458.31 feet to a point bearing north  $86^{\circ} 56' 16''$  west and 27.20 feet distant from station 31+23.50 of said base line; thence south  $11^{\circ} 38' 52''$  west 764.22 feet to a point bearing north  $71^{\circ} 45' 02''$  west and 40.55 feet distant from station 38+98.83; thence south  $25^{\circ} 32' 18''$  west 162.56 feet to a point bearing north  $68^{\circ} 31' 41''$  west and 56.64 feet distant from station 40+63.34; thence south  $20^{\circ} 03' 41''$  west 297.53 feet to a point bearing north  $62^{\circ} 37' 18''$  west and 33.97 feet distant from station 43+64.85; thence south  $31^{\circ} 19' 48''$  west 476.12 feet to a point bearing north  $53^{\circ} 11' 11''$  west and 27.53 feet distant from station 48+46.54; thence leaving said 1901 location line and extending south  $41^{\circ} 37' 19''$  west 705.72 feet to a point at the end of the alteration marking the northerly end of the northwesterly location line of the June 3, 1947 State highway layout, said point bearing north  $47^{\circ} 45' 56''$  west and being 32.99 feet distant from the point of ending of the aforesaid base line shown on plan as station 55+55.24.

The side lines of location of the section of State highway hereby altered and laid out are further defined by bounds set on both location lines at the beginning and end thereof, and at angle points and points of curvature; also at an intermediate point on the easterly location line opposite station 38+98.83 of said base line.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the town of Wales, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public



streets and ways in the town of Wales which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan drawn by P. H. Kittfield, Chief Engineer, signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the town of Wales Hampden County Altered and laid out as a State Highway by the Department of Public Works April 13, 1950. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
3	Walter P. and Sadie L. Baker	1.32 acres	\$1.00
4	Hattie M. and Charles G. Shaw	4,000 sq. ft.	1.00
6	Julia B. Dunham	0.21 acres	1.00
7	Hattie M. Shaw	3,825 sq. ft.	1.00

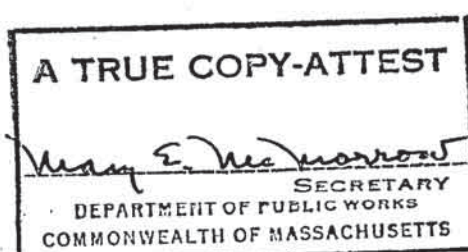
The names of owners given herein, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove all personal property from the premises on or before the first day of June, 1950 (unless otherwise agreed upon).

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the secretary of the Department of Public Works be and hereby is instructed to file in the office of the county commissioners of the county and in the office of the clerk of the town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that the said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this eighteenth day of April, 1950.



Wm. F. Callahan } Department  
B. H. Grout } of  
F. V. Matera } Public Works



1963

Wales



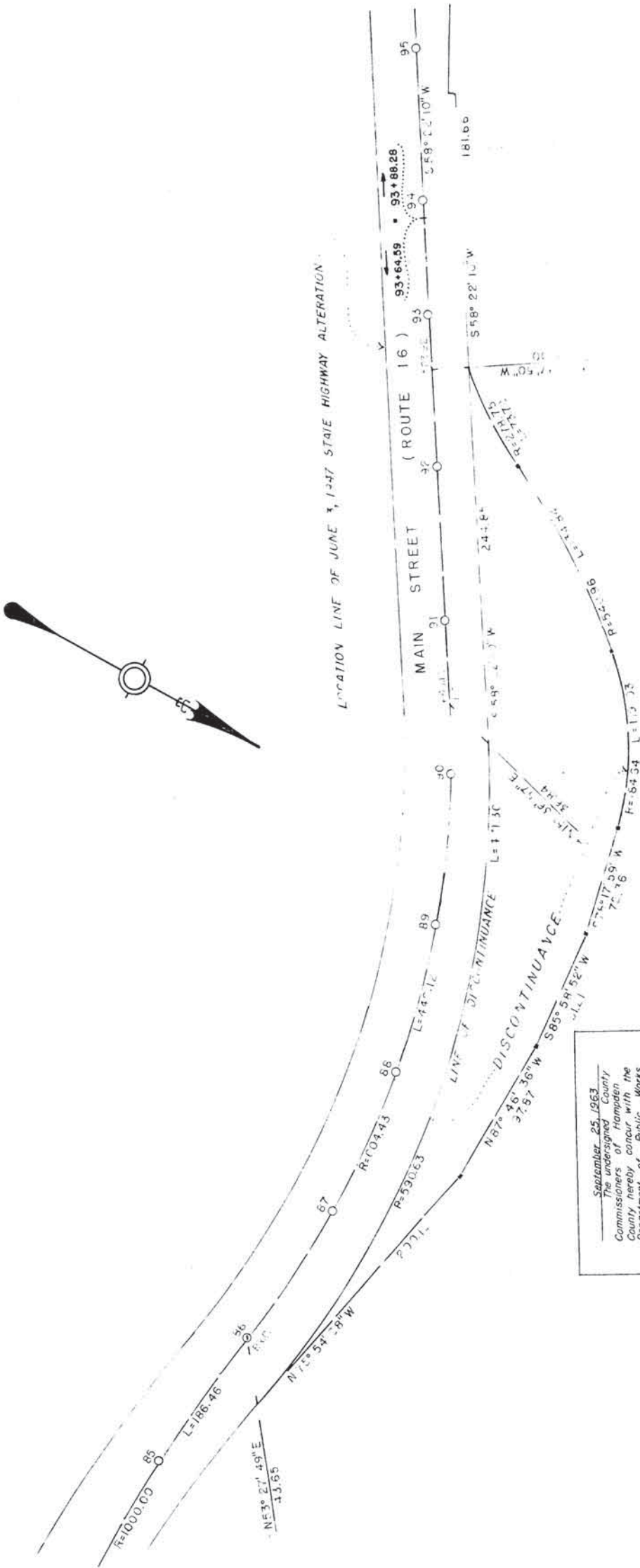
STATE HIGHWAY LAYOUT #5362  
Main St., Route 16, discontinuance of portion of easterly of church.

INDEXING

STATE HIGHWAY LAYOUT #5362

Image Info SH69007 Wales  
Image Info SH69007 Main Street  
Image Info SH69007 Route 16





September 25, 1963  
The undersigned County Commissioners of Hampden County hereby concur with the Department of Public Works in the discontinuance of the road shown on this plan as State Highway.  
*William J. Fontaine*  
*James J. Sullivan*  
*Ralph P. Walsh*  
County Commissioners of Hampden County



The Commonwealth of Massachusetts  
PLAN OF ROAD  
in the Town of

**WALES**

HAMPDEN COUNTY  
Discontinued as a State Highway by the  
Department of Public Works

JULY 30, 1963

Scale: 40 feet to the inch

*C. J. M. Walsh*  
Chief Engineer

Layout N° 5362

This certifies that the section of "road marked on this plan" "Discontinuance" was discontinued by the Department of Public Works on July 30, 1963 in accordance with Chapter 81 of the General Laws

*C. J. M. Walsh*  
*James J. Sullivan*  
Department of Public Works



The Commonwealth of Massachusetts

Department of Public Works

---ooOoo---

Layout No. 5362

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of August 3, 1920, lay out and take charge of, as a State highway, a road in the Town of Wales, County of Hampden, and did, under date of June 3, 1947; alter the location lines of said State highway, known as Main Street, Route 16 as shown on plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden at Springfield, and in the office of the Town Clerk of said Town of Wales; and

Whereas, it now appears advisable to discontinue a portion of said State highway;

Now, Therefore, acting under the provisions of Section 12, Chapter 81 of the General Laws (Tercentenary Edition) and all other acts and parts of acts thereto enabling, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should discontinue, as State highway, a portion of the way so laid out, altered and constructed, located on the northerly side of the aforesaid June 3, 1947 State highway location.

The base line of location used for the discontinuance is a portion of the base line of location of the aforesaid June 3, 1947 State highway alteration.

The discontinuance is located on Main Street beginning



at a point about 690 feet easterly of the junction of Church Street therewith and extends thence westerly to said Church Street.

The southerly location line of the discontinuance begins at a point on the northerly location line of the aforesaid June 3, 1947 State highway alteration bearing North  $53^{\circ}27'49''$  East and 43.65 feet distant from Station 86 of said base line and extends thence, leaving said 1947 location line, as shown on plan, by a curve to the left of 590.63 feet radius, 471.30 feet to a point bearing North  $15^{\circ}36'57''$  East and 36.84 feet distant from Station 90+46.12 of said base line; thence South  $58^{\circ}22'10''$  West, 244.85 feet to a point at the end of the discontinuance, on the northerly location line of said June 3, 1947 State highway alteration, said point bearing North  $31^{\circ}37'50''$  West and being 25.00 feet distant from Station 92+63.92 of said base line.

The northerly location line of the discontinuance begins at a point on the northerly location line of the aforesaid June 3, 1947 State highway alteration bearing North  $53^{\circ}27'49''$  East and 43.65 feet distant from Station 86 of said base line and extends thence, following said 1947 location line, North  $75^{\circ}54'38''$  West, 200.19 feet; thence North  $87^{\circ}46'36''$  West, 97.87 feet; thence South  $85^{\circ}58'52''$  West, 81.21 feet; thence South  $78^{\circ}17'59''$  West, 72.36 feet; thence by a curve to the left of 184.64 feet radius, 119.03 feet; thence by another curve to the left of 540.96 feet radius, 134.84 feet; thence by a curve to the right of 278.75 feet radius, 73.72 feet to a point at the end of the discontinuance, said point bearing North  $31^{\circ}37'50''$  West and being 25.00 feet distant from Station 92+63.92 of said base line.



Note: On concurrence by the Hampden County Commissioners in the discontinuance hereinbefore described, the southerly location line thereof becomes a portion of the northerly location line of the aforesaid June 3, 1947 State highway alteration.

The portion of the Station highway discontinued is shown on a plan signed by C. F. Mistretta, Chief Engineer, and signed by the Department of Public Works, said plan being entitled "The Commonwealth of Massachusetts Plan of Road in the Town of Wales, Hampden County Discontinued as a State Highway by the Department of Public Works July 30, 1963 Scale: 40 feet to the inch" and is on file in the office of the Department of Public Works.

It is therefore

Voted; that the section of State highway, as hereinbefore described and as described and shown on said plan, be and the same is hereby discontinued; that when the County Commissioners of the County of Hampden have indicated their concurrence in this matter by attaching their signatures hereto and to said plan, the Secretary of the Department of Public Works be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the Town Clerk of the Town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has discontinued said section of State highway in accordance with said plan, together with a copy of this adjudication and vote.



in Wales

Page 4.

J. A. S.

Department

of

Public Works



1963 L.O.

in Wales

No. 5362

Page 5.

THE COMMONWEALTH OF MASSACHUSETTS

The County Commissioners of the County of Hampden, all duly chosen, qualified and acting, herein join in and signify their approval of said discontinuance and their concurrence with said Department of Public Works therein and in every act, matter, and thing connected therewith.

Witness our hands this 25th day of September 1963.

William F. Stapleton

Thomas F. Sullivan

Ralph P. Walsh

) County  
) Commissioners  
) of  
) Hampden County

A TRUE COPY-ATTEST

*Edith J. Cronin*

SECRETARY  
DEPARTMENT OF PUBLIC WORKS  
COMMONWEALTH OF MASSACHUSETTS





# *The Commonwealth of Massachusetts*

## *Department of Public Works*

*100 Nashua Street, Boston 14*

Wales  
Layout No. 5362

November 14, 1963.

Edward G. Shea, Clerk  
Hampden County Commissioners  
Court House  
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated July 30, 1963, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has discontinued as a State highway a portion of State highway previously laid out in the town of Wales, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the discontinuance of said portion of State highway is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

*Edith J. Cronin*

Department Secretary

EIC/ihc

Enclosures

Certified Mail



1901

Wales



Land taken for State Highway purposes in Wales - written document - refers to Hampden County Registry of Deeds Book 645 Page 279 and plan book File 8.

Peter Willett & c to Mass Highway Commission.

INDEXING

Land taken for State Highway purposes in Wales – written document

Image Info SH69008 Wales  
Image Info SH69008 Willett, Peter



## Commonwealth of Massachusetts.

## Massachusetts Highway Commission.

4 Mt. Vernon St., Boston.

## Description of Lands Taken for State Highway Purposes

in the Town of **W A L E S**, County of **HAMPDEN**,  
 by vote of the Massachusetts Highway Commission laying out said highway  
**October 3, 1901**, filed in the Registry of Deeds for **Hampden**  
 County, \_\_\_\_\_, District, at **Springfield**, in accord-  
 ance with Chapter 134 of the Acts of 1898.

THIS IS TO CERTIFY that in laying out this section of State highway the follow-  
 ing pieces or parcels of land were taken from property now or formerly owned by  
 the persons hereinafter shown, said land taken being further shown on a copy of  
 a plan signed by the Massachusetts Highway Commission **October 3, 1901**,  
 filed herewith.

From: —

Peter Willett.

A strip of land on the easterly side of the highway, bounded and described as follows: Beginning at a point in the easterly line of the section of State highway as laid out in Wales Oct. 3, 1901, said point being in the dividing line between the towns of Brimfield and Wales and bearing S. 79° 59' 30" E. of and 25.04 feet distant from station 0 on the centre line of said State highway; thence in said easterly line S. 12° 42' 40" W. to a fence dividing the property of Peter Willett and John Burley, about opposite station 3+12 on said centre line; thence westerly in the line of said fence for the distance of about 15 feet, to a front fence line about opposite and about 10 feet distant from station 3+12; thence northerly in the line of said fence to its intersection with the town line opposite and about 17 feet distant from station 0 on said centre line; and thence in said town line S. 79° 59' 30" E. for the distance of about 8 feet, to the point of beginning. This strip of land contains about 3,400 square feet.

Also a strip of land on the westerly side of the highway, bounded and described as follows: Beginning at a point in the westerly line of the section of State highway as laid out in Wales Oct. 3, 1901, said point being in the dividing line between the towns of Brimfield and Wales and bearing N. 79° 59' 30" W. of and 25.04 feet distant from station 0 on the centre line of said State highway; thence in said westerly line S. 12° 42' 40" W. to its intersection with a front fence line at a point about opposite and 25 feet distant from station 2+70 on said centre line; and thence northerly in the line of said front fence to the point of beginning. This strip of land contains about 600 square feet.



John Burley.

A strip of land on the westerly side of the highway, bounded and described as follows: Beginning at a point in the westerly line of the section of State highway as laid out in Wales Oct. 3, 1901, said point being opposite station 8+70 on the centre line of said State highway; thence in said westerly line S. 2° 41' 15" W. to an angle point opposite station 9+98.93 on said centre line; thence S. 7° 36' 15" W. to a point in a fence about opposite station 13+25 on said centre line; thence easterly in the line of said fence for the distance of about 3 feet; thence northerly in the line of a front fence to a point about opposite and 22 feet distant from station 8+70 on said centre line; thence westerly in the line of a division fence for the distance of about 3 feet, to the point of beginning. This strip of land contains about 1,150 sq. ft.

Also a strip of land on the westerly side of the highway, bounded and described as follows: Beginning at a point in the westerly line of the section of State highway as laid out in Wales Oct. 3, 1901, said point being about opposite and 25 feet distant from station 18+27 on the centre line of said State highway; thence in said westerly line S. 18° 19' 35" W. to an angle point about opposite station 18+89.35 on said centre line; thence northerly in the line of a front fence to the point of beginning. This strip of land contains about 90 square feet.

Mrs. Eunice Hubbard. A strip of land on the westerly side of the highway, bounded and described as follows: Beginning at a point in the westerly line of the section of State highway as laid out in Wales Oct. 3, 1901, said point being opposite station 38+70 on the centre line of said State highway; thence in said westerly line S. 36° 58' 54" W. to an angle point bearing N. 56° 32' 30" W. of and 35 feet distant from station 40 on said centre line; thence S. 31° 31' 50" W. for the distance of 297.26 feet to a point bearing N. 51° 54' 30" W. of and 25.08 feet distant from station 42+99.12 on said centre line; thence S. 42° 43' 30" W. to the intersection of said westerly line with a front fence line at a point about opposite and 25 feet distant from station 44+81 on said centre line; and thence north-easterly in the line of said front fence to the point of beginning. This strip of land contains about 4,100 square feet.

MASSACHUSETTS HIGHWAY COMMISSION,

Boston, Mass., December 14, 1901.

*A. B. Fletcher*  
Secretary.



9946

Peter Willett &

Do

Massachusetts Highway Commission

HAMPDEN COUNTY REGISTRY OF DEEDS.

DEC 16 1981

Received 9 H. 40 M. a.m.

Recorded in Book 645, Page 249.

Attest *James H. New*

Register.

File 8

8





**End of Book ~ State Highways ~ Wales**